

Scoping Meeting Guide Update

Fall 2014

This insert provides a summary of the updates to the scoping meeting guide, based on the addition of two public scoping meetings and the associated extension of the public scoping comment period.

Two Additional Scoping Meetings

As a result of public official requests for additional open house scoping meetings for the ongoing Environmental Impact Statement (EIS) for EA-18G Growler airfield operations at Naval Air Station (NAS) Whidbey Island, the Navy is hosting two additional scoping meetings, one on Lopez Island and one in Port Townsend. Both of these meetings will take place between 3 p.m. and 6 p.m. on the following dates and locations:

Lopez Island Meeting

3 p.m. to 6 p.m.

Wednesday, December 3, 2014

Lopez Island Center for Community and Arts

204 Village Road

Lopez Island, WA 98261

Port Townsend Meeting

3 p.m. to 6 p.m.

Thursday, December 4, 2014

Fort Worden Conference Center – Commons B & C

200 Battery Way

Port Townsend, WA 98368

Extend Public Comment Period to January 9, 2015

The scoping comment period has been extended to January 9, 2015 due to the additional public scoping meetings. The extended scoping comment period deadline of January 9, 2015 replaces the previous scoping comment period closing date of November 24, 2014 which is indicated on the following pages of this booklet:

- Page 2, first paragraph under "Welcome"
- Page 3, second paragraph under "What is the Purpose of this Public Scoping Meeting?"
- Page 15, National Environmental Policy Act poster handout – EIS Process timeline
- Page 19, Public Involvement poster handout – Comment deadline box and EIS schedule

**There are four ways to submit public comments.
Please see page 2 of booklet for more information on
how to submit comments.**

**All comments must be postmarked or received online by
January 9, 2015.**



Fall 2014

A Guide to the Scoping Meeting for the U.S. Navy Environmental Impact Statement for the EA-18G Growler Airfield Operations at Naval Air Station (NAS) Whidbey Island



Open House Public Scoping Meetings – 3:00 pm to 6:00 pm

Wednesday, December 3, 2014

Lopez Center for Community and Arts
204 Village Road, Lopez Island, WA 98261

Thursday, December 4, 2014

Fort Worden Conference Center – Commons B and C
200 Battery Way, Port Townsend, WA 98368

What's Inside:

- Welcome
- Introduction: Public Scoping
- Proposed Action
- EIS Alternatives
- The Growler at NAS Whidbey Island
- Existing VAQ Mission
- Aircraft Noise
- The EIS Process
- National Historic Preservation Act and Section 106
- Public Involvement
- Notes Pages

Please Check In

Scoping is your opportunity to provide comments to help us focus our analysis.

*For more information, please visit the
project website at: www.whidbeyeis.com*





Welcome

Fall 2014

Welcome

The official scoping period for the U.S. Navy Environmental Impact Statement (EIS) for the EA-18G Growler Airfield Operations at Naval Air Station (NAS) Whidbey Island began when the Navy published a Notice of Intent to revise the scope of the ongoing EIS in the *Federal Register* on October 10, 2014. The EIS will now evaluate the potential environmental effects associated with the proposed addition of up to 36 Growler aircraft at NAS Whidbey Island. The Navy is also proposing to continue and increase Growler operations at NAS Whidbey Island's Ault Field and Outlying Landing Field (OLF) Coupeville and to study the distribution of operations between those two airfields. Comments may be submitted through November 24, 2014.

Scoping meetings are being held to solicit input from the public on what should be analyzed and studied in the EIS, and your input during the scoping period is important. A range of alternatives have been developed for analysis in the EIS. No decisions about the proposal have been made.

The current scoping meetings are different from those held last year because the Navy's proposed action has changed. Because of that change, we are asking for your input on the issues to be studied in this EIS. **Your comments from last year's scoping process have been retained and will also be considered in the EIS.**

During the scoping period, the public can provide comments in four ways:

1. Provide written comments at today's meeting
2. Provide verbal comments to the stenographer, who will record your comments at today's meeting
3. Submit comments electronically on the project website (www.whidbeyeis.com)
4. Mail comments to:

**EA-18G Growler EIS Project Manager
Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard
Norfolk, VA 23508
Attn: Code EV21/SS**

The names, street addresses, email addresses and screen names, telephone numbers, and other personally identifiable information of individuals who provide comments will be kept confidential and will not be released, unless otherwise specifically indicated by the commenter or as required by law. The city, state, and five-digit zip code of individuals who provide comments may be released.

The project website will be updated periodically throughout the EIS process to keep you informed. The website will contain public announcements and electronic versions of public information such as the Draft EIS.

Environmental Impact Statement for the EA-18G Growlers Airfield Operations at Naval Air Station (NAS) Whidbey Island

NAS Whidbey Island is home to all Navy electronic attack (VAQ) squadrons in the United States. The VAQ mission-related Navy functions have been performed almost exclusively at NAS Whidbey Island for over 40 years and will continue into the future.

To meet current and future mission and training requirements, the Navy proposes to:

- Continue and increase VAQ operations at NAS Whidbey Island's Ault Field and OLF Coupeville;
- Increase VAQ capabilities by adding up to 36 aircraft; 13 + 23 more
- Construct and renovate facilities to accommodate additional aircraft; and
- Add personnel and family members to NAS Whidbey Island and the surrounding community.

This EIS will build upon the NEPA analyses previously completed in 2005 and 2012 and will assess the noise environment as well as specific airfield operations at NAS Whidbey Island for this proposed action.

Furthermore, this EIS will consider the cumulative impacts to the environment from other relevant projects in addition to the proposed action.

Alternatives	Total Number of Growler Aircraft
No Action Alternative: (Baseline for comparison) 9 carrier squadrons x 5 aircraft 3 expeditionary squadrons x 5 aircraft 1 reserve squadron x 5 aircraft Training squadron with 17 aircraft	82
Alternative 1: Establish 2 new expeditionary squadrons	95 (+13)
Alternative 2: Add 2 aircraft to each carrier squadron	106 (+24)
Alternative 3: Add 3 aircraft to each carrier squadron	117 (+35)
Alternative 4: Establish 2 new expeditionary squadrons and add 2 aircraft to each carrier squadron	118 (+36)

**For more information, please visit the
project website, www.whidbeyeis.com.**

EIS Timeline:

Fall 2013: Navy announced the preparation of an EIS and invited the public to participate in the NEPA process by submitting comments to define the scope of Draft EIS analysis

Oct 2014: Navy revised the scope of the on-going EIS and invited the public to participate in the NEPA process by submitting additional scoping comments by 9 Jan 2015

Spring 2016: Anticipate release of the Draft EIS. At which time, the public will have another opportunity to participate in the NEPA process by submitting comments on the findings of the Draft EIS

Spring 2017: Anticipate release of the Final EIS. Anticipate the Secretary of the Navy will issue a Record of Decision (ROD) in 2017

Introduction

Fall 2014

Public Scoping

Thank you for attending today's public scoping open house.

The proposed action will include the addition of up to 36 Growler aircraft to support an expanded electronic attack mission. The Navy will prepare an EIS to evaluate the potential environmental effects of this proposal. Navy representatives are here today to explain the proposed project, answer questions, and describe the environmental impact analysis process and related timeline. An area has been set aside to provide you with an opportunity to write and submit your comments, or to speak with a stenographer who will record your comments.

What Is the Purpose of this Public Scoping Meeting?

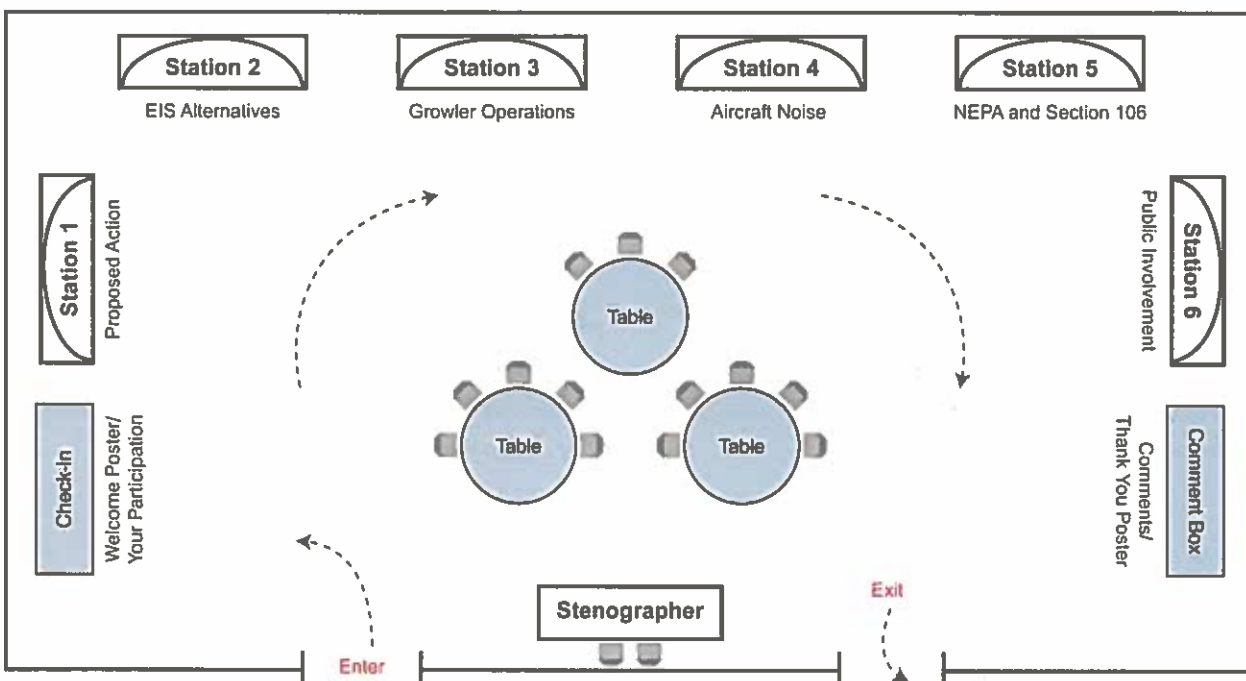
Scoping is an early and open process that invites the public to help identify issues to be studied in the EIS. The purpose of this scoping meeting is to inform you about the proposed project, explain the National Environmental Policy Act (NEPA) and the associated environmental impact analysis, and solicit your comments and concerns related to the proposal.

Scoping is an early and open process that invites the public to help identify issues to be studied in the EIS.

Please review the displays located throughout the open house, talk with our representatives, and then provide us with your comments. You may also take a comment sheet home with you and mail your written comments to us through the end of the scoping period (November 24, 2014). The approximate layout of the room is shown below.

General Room Layout for Open House Public Scoping Meeting, 4:00 – 8:00 pm

(Actual layout may be different)





Proposed Action

Fall 2014

What Is the Navy Proposing?

The Navy is proposing to increase electronic attack (VAQ) capabilities by adding up to 36 aircraft to support an expanded VAQ mission and training at NAS Whidbey Island. The Navy is also proposing to continue and increase VAQ operations at NAS Whidbey Island's Ault Field and OLF Coupeville. As part of the proposal, the Navy will study the distribution of Growler operations between Ault Field and OLF Coupeville. The Navy would construct and renovate facilities at Ault Field to accommodate additional aircraft, and it would station additional personnel and their family members to NAS Whidbey Island and the surrounding community.

The EIS will evaluate the potential environmental effects of the No Action Alternative and four action alternatives related to different levels of operations. This range of alternatives is discussed in detail on page 7 of this booklet.

Why Is the Navy Proposing this Action?

NAS Whidbey Island is the home of all Navy VAQ squadrons flying the Prowler and Growler aircraft in the U.S. The proposed action is needed to continue and increase operational readiness to support national defense requirements as specified in the United States Code (Title 10, Section 5062) and also to sustain and continue to support all other aircraft missions at NAS Whidbey Island.

NAS Whidbey Island manages two primary aircraft training fields, Ault Field and OLF Coupeville, which are often used simultaneously to safely and effectively handle air traffic. Both airfields are integral to the training-mission support provided by NAS Whidbey Island.

Ault Field, Oak Harbor, WA

- Primary airfield that supports multiple types of aircraft
- Two 8,000-foot intersecting runways



Ault Field

OLF Coupeville, Island County, WA

- Primarily supports FCLP operations and provides the most realistic training for landing on a carrier
- One 5,400-foot runway
- Allows for other mission-critical training to occur at Ault Field



OLF Coupeville

Why Is the Navy Revising the Scope of the EIS?

Last year, the Navy announced its intent to prepare an EIS to evaluate the potential environmental impacts associated with the addition of two new expeditionary squadrons and additional aircraft to the training squadron. The Navy also proposed to continue and increase existing VAQ operations at both Ault Field and OLF Coupeville. That proposal included the evaluation of the distribution of Growler operations between Ault Field and OLF Coupeville, as well as construction or renovation of any related facilities at Ault Field to accommodate additional aircraft. Lastly, that proposal included stationing additional personnel and their associated family members to NAS Whidbey Island and the surrounding community.

Last September, the Navy began an EIS to evaluate the potential environmental impacts associated with the addition of two new expeditionary squadrons and additional aircraft to the training squadron. Scoping was conducted between September 2013 and January 2014 on that proposed action, and open-house scoping meetings were held in December 2013 to discuss the proposal.

During spring 2014, the Chief of Naval Operations submitted an Unfunded Requirements List as part of the President's Budget for Fiscal Year 2015 that included a request to purchase 22 additional Growler aircraft. While it is unclear whether more Growlers will ultimately be procured, the Navy is electing to analyze the potential for these aircraft in order to be proactive and transparent. Therefore, a new scoping process is needed and has been initiated based on the proposed action.

The primary difference between the two proposals is the number of aircraft and the way they would be distributed to existing squadrons, new squadrons, or to the training squadron. All other elements of each proposal are the same:

- Both evaluate continued and increased VAQ operations at Ault Field and OLF Coupeville
- Both evaluate the distribution of Growler operations between Ault Field and OLF Coupeville
- Both evaluate related facilities construction or renovation at Ault Field to accommodate additional aircraft
- Both evaluate stationing additional personnel at NAS Whidbey Island and relocating family members to NAS Whidbey Island and the surrounding community



Proposed Action

The DoD identified a need for additional Growler aircraft.

Why Is the Navy Rescoping the EIS?

- **Sept. 2013 – Jan. 2014:** Navy conducted public scoping on a proposed action to add two new expeditionary squadrons and additional aircraft to the training squadron, and to increase Growler operations at Ault Field and OLF Coupeville
- **Today:** Navy is revising the scope of the ongoing EIS and is seeking additional public input
- ✓ Additional aircraft must be analyzed in the EIS, and a new scoping process has been started

What Is the Navy Proposing?

- Add up to 36 aircraft
- Continue and increase tactical electronic attack (VAQ) operations and study the distribution of Growler operations between Ault Field and OLF Coupeville
- Construct and renovate facilities at Ault Field
- Station additional personnel and associated family members to NAS Whidbey Island and the surrounding community

Where?

Ault Field

- Primary airfield at NAS Whidbey Island that supports multiple types of aircraft (P-3s, P-8As, Growlers, C-40s, MH-60s, and transients)
- Arrival, departure, touch-and-go, and Field Carrier Landing Practice (FCLP) operations

OLF Coupeville

- Vital to the mission of NAS Whidbey Island
- Primarily supports FCLP operations
- Allows for other mission-critical training to occur at Ault Field



Ault Field



OLF Coupeville

EIS Alternatives

Fall 2014

The revised EIS scope will analyze impacts from multiple alternatives for operating the Growler aircraft inventory out of NAS Whidbey Island. The alternatives include variations of the following factors:

- Total number of aircraft to be purchased
- Number of aircraft assigned per squadron
- Number of land-based squadrons
- The distribution of aircraft operations at NAS Whidbey Island between Ault Field and OLF Coupeville.

Alternative	Force Structure	Total number of Growler aircraft (additional new aircraft indicated in parentheses)
No Action Alternative (Baseline for comparison)	9 carrier squadrons x 5 aircraft 3 expeditionary squadrons x 5 aircraft 1 reserve squadron x 5 aircraft Training squadron with 17 aircraft	82
Alternative 1: Establish 2 new expeditionary squadrons	9 carrier squadrons x 5 aircraft 5 expeditionary squadrons x 5 aircraft 1 reserve squadron x 5 aircraft Training squadron with 20 aircraft (+3)	95 (+13)
Alternative 2: Add 2 aircraft to each carrier squadron	9 carrier squadrons x 7 aircraft 3 expeditionary squadrons x 5 aircraft 1 reserve squadron x 5 aircraft Training squadron with 23 aircraft (+6)	106 (+24)
Alternative 3: Add 3 aircraft to each carrier squadron	9 carrier squadrons x 8 aircraft 3 expeditionary squadrons x 5 aircraft 1 reserve squadron x 5 aircraft Training squadron with 25 aircraft (+8)	117 (+35)
Alternative 4: Establish 2 new expeditionary squadrons and add 2 aircraft to each carrier squadron	9 carrier squadrons x 7 aircraft 5 expeditionary squadrons x 5 aircraft 1 reserve squadron x 5 aircraft Training squadron with 25 aircraft (+8)	118 (+36)

Notes: New squadrons and/or changes to the number of aircraft in an existing squadron are indicated by **bold orange** text.

In developing the proposed range of alternatives, the Navy utilized long-established operational considerations, which are more fully described in the 2005 and 2012 Environmental Assessments for the replacement of the Prowler aircraft with the newer Growler aircraft at NAS Whidbey Island. These considerations include the fact that all of the Navy's electronic attack mission and training facilities are located at NAS Whidbey Island, including the substantial infrastructure and training ranges that have developed in over 40 years of operation; the location of suitable airfields that provide for the most realistic training environment; the distance aircraft would have to travel to accomplish training; and the expense of duplicating existing capabilities elsewhere.

No Action Alternative

The No Action alternative, although it doesn't meet the purpose and need, would serve as a baseline against which impacts of the proposed action can be evaluated. Under the No Action alternative, no additional VAQ aircraft would be home based at NAS Whidbey Island beyond those already studied in the 2005 and 2012 Environmental Assessments. The transition from Prowler to Growler aircraft is anticipated to be complete by January 2016. Under the No Action alternative, legacy Prowler aircraft would gradually transition to Growler aircraft (approximately 82 aircraft), and annual operations would be maintained at levels consistent with those identified in the 2005 and 2012 environmental assessments.

EIS Alternatives



The Navy is evaluating a range of alternatives in the EIS that include an increase in Growler operations.

What Alternatives Will the EIS Evaluate?

Four Action Alternatives

The action alternatives include variations of the following factors:

- Total number of aircraft to be purchased
- Number of aircraft assigned per squadron
- Number of land-based squadrons
- The distribution of aircraft operations at NAS Whidbey Island between Ault Field and OLF Coupeville

No Action Alternative

- Serves as baseline against which the action alternatives can be evaluated
- No home basing of additional tactical electronic attack (VAQ) squadrons or aircraft
- Annual Growler operations would be maintained at levels consistent with those identified in the 2005 and 2012 Environmental Assessments
- Does not meet the DoD need for additional electronic attack capabilities

Alternative	Total number of Growler aircraft (additional new aircraft in parenthesis)
No Action Alternative (baseline for comparison) 9 carrier squadrons 3 expeditionary squadrons Training squadron 1 reserve squadron	82
Alternative 1: Establish 2 new expeditionary squadrons and add 3 aircraft to training squadron	95 (+13)
Alternative 2: Add 2 aircraft to each existing carrier squadron and add 6 aircraft to training squadron	106 (+24)
Alternative 3: Add 3 aircraft to each existing carrier squadron and add 8 aircraft to training squadron	117 (+35)
Alternative 4: Establish 2 new expeditionary squadrons, add 2 aircraft to each carrier squadron, and add 8 aircraft to training squadron	118 (+36)

The Growler at NAS Whidbey Island

Fall 2014

NAS Whidbey Island

NAS Whidbey Island is an integral part of Whidbey Island and the area community. It is the only center of excellence for electronic combat warfare training (electronic surveillance and attack) and is the home of all Navy electronic attack (VAQ) squadrons in the United States. NAS Whidbey Island has supported the VAQ community for more than 40 years. Growler operations began at NAS Whidbey Island in 2009. The Navy is currently replacing the aging EA-6B Prowler with the newer EA-18G Growler aircraft, with the last squadron scheduled to transition within the next year.

VAQ training at NAS Whidbey Island relies on two airfields to support air operations, Ault Field and OLF Coupeville. The ability to train at both fields is important to fulfilling the VAQ mission.

The Growler

The training and mission needs of the Navy have changed over time, and efforts to ensure appropriate environmental analyses continue to evolve as well. In 2005, the Navy evaluated the environmental impacts of transitioning carrier and training squadrons from the Prowler to the newer Growler aircraft. The 2005 Environmental Assessment (EA) analyzed 57 Growler aircraft replacing 72 Prowler aircraft, including the disestablishment of three expeditionary squadrons. In 2009, a Deputy Secretary of Defense memorandum directed the Navy to maintain the expeditionary VAQ capabilities indefinitely. As a result, in 2012, the Navy prepared an EA that analyzed retaining three expeditionary VAQ squadrons that operated the Prowlers and their transition to Growlers. Additionally, the 2012 EA analyzed the relocation of a reserve Prowler squadron from Andrews Air Force Base to NAS Whidbey Island and the transition of that squadron to Growlers.

Last September, the Navy began an EIS to evaluate the potential environmental impacts associated with the addition of two new expeditionary squadrons and additional aircraft to the training squadron. Scoping was conducted between September 2013 and January 2014 on that proposed action, and open-house scoping meetings were held in December 2013 to discuss the proposal.

During spring 2014, the Chief of Naval Operations submitted an Unfunded Requirements List as part of the President's Budget for Fiscal Year 2015 that included a request to purchase 22 additional Growler aircraft. While it is unclear whether more Growlers will ultimately be procured, the Navy is electing to analyze the potential for these aircraft in order to be proactive and transparent. Therefore, a new scoping process is needed and has been initiated based on the proposed action.



EA-18G Growler at Ault Field



Existing VAQ Mission

Fall 2014

VAQ Mission and Training

The missions of the VAQ squadrons include electronic surveillance and attack against enemy radar and communications systems. This involves the use of jamming equipment and anti-radiation missiles. The Growler has an advanced electronic system that allows it to identify targets and protect itself from those targets. It also has advanced communications capabilities that allow it to interact effectively with personnel on the ground as well as other aircraft.

Growlers are flown by a crew of two: one pilot and one naval flight officer, called the electronic warfare officer.

Types of Navy VAQ Squadrons at NAS Whidbey Island

Three types of Navy VAQ squadrons are home based at NAS Whidbey Island; each of these is discussed below.

- **Carrier.** These squadrons, when deployed, operate primarily from an aircraft carrier and must conduct field carrier landing practice (FCLP). Currently, nine (9) of these squadrons are at NAS Whidbey Island.
- **Expeditionary.** These squadrons are deployed from NAS Whidbey Island and operate from various land bases throughout the world. Because they are land-based, they are not required to conduct FCLP. The expeditionary squadrons support Regional Combatant Commander requirements, U.S. Air Force expeditionary wings, and U.S. Marine Corps expeditionary forces. These squadrons do not train at OLF Coupeville. Currently, there are three (3) active squadrons and one (1) reserve squadron at NAS Whidbey Island.
- **Training.** This squadron provides post-graduate training for assigned personnel (aircrews and maintainers). Training is provided for both carrier and expeditionary squadrons. One (1) such squadron is at NAS Whidbey Island.

Field Carrier Landing Practice

FCLP is a critical component of the initial training required for all aircrews and is an ongoing requirement for carrier-based aircrew. FCLP is a graded flight exercise that prepares pilots for landing on aircraft carriers. The exercises are conducted on shore facilities to provide pilots the opportunity to simulate carrier landing operations in an environment where the risks associated with at-sea carrier operations can be safely managed on land.



EA-18G Growler at Whidbey Island

Growler Operations



NAS Whidbey Island complex trains pilots for the challenges of providing DoD electronic attack.

Electronic Attack (VAQ) Squadrons at

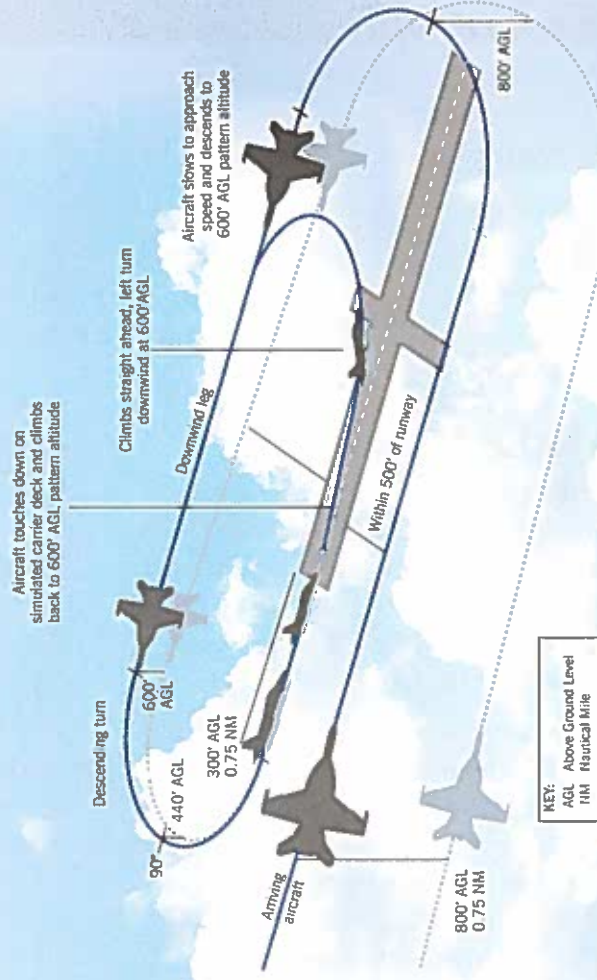
NAS Whidbey Island and Their Training Operations

- NAS Whidbey Island has been the home of all Navy electronic attack (VAQ) squadrons in the U.S. since 1970
- Primary mission of the VAQ squadrons includes electronic surveillance/attack through the use of jamming equipment and anti-radiation missiles
- Carrier Operations
 - ✓ Carrier-based squadrons and the training squadron use Ault Field and OLF Coupeville for FCLP
 - ✓ Expeditionary squadrons do not conduct FCLP



Field Carrier Landing Practice (FCLP)

- A graded flight exercise that trains pilots for landing on aircraft carriers
- Conducted on a runway designed to simulate the flight deck of an aircraft carrier
- OLF Coupeville provides the most realistic training location for landing on a carrier
- Groups of up to five aircraft fly in patterns, and each one makes multiple FCLP passes



Landing on an aircraft carrier is one of the most dangerous tasks a pilot can perform.

For more information, please visit the project website at whidbeyis.com





What Is Noise?

Noise is defined as unwanted sound that interferes with normal activities.

The EIS will include a noise assessment of NAS Whidbey Island and OLF Coupeville operations. The study will use the latest approved computer model for aircraft noise analysis. Once projected noise exposure levels are determined, they will be assessed for their potential to impact the natural and human environment.

How Is Noise Assessed?

The U.S. Environmental Protection Agency, Federal Aviation Administration, and Department of Defense (DoD) measure aircraft operational noise levels in decibels (dB) using two common metrics: the Day-Night Average Sound Level (DNL) and Sound Exposure Level (SEL).

DNL represents the average sound energy of events over a 24-hour period, with a 10-dB penalty added to night-time (10:00 pm to 7:00 am) operations. This 10-dB penalty accounts for the added intrusiveness of noise when background noise levels are low and noise-sensitive activities such as sleep take place. DNL is depicted as a continuous line around a noise source (i.e., a contour line) and is usually shown using 5-DNL increments (e.g., 65 DNL, 70 DNL, 75 DNL). DNL takes all of those factors that influence our perception of noise—loudness, number and duration of events, and time of day—and includes them in one metric that is used to identify land uses that are compatible within specific noise zones.

SEL represents the total noise energy of a single event, such as a flyover, as if it occurred in one second. This metric combines the loudness and duration of the event.

L_{\max} , or maximum sound level, is the highest A-weighted sound level measured during a single event. **L_{\max}** is the maximum level that occurs over a fraction of a second. For aircraft noise, the fraction of a second corresponds to one-eighth (1/8) of a second.

Response to Noise Depends on Many Factors

- How long the noise lasts (duration)
- How many times it occurs (repetition)
- Time of day
- Background or ambient noise levels
- Interference with activity
- Previous experiences within the community

How Is Noise Modeled?

Computer noise modeling input includes type of aircraft, number of operations, flight tracks, altitude, power settings, speed of aircraft, terrain, temperature, and relative humidity. Engine maintenance testing is also included. Results are presented on installation land use maps in the form of noise contours.

Noise is modeled using a computer program called NOISEMAP, which considers the number and type of flight operations planned over the course of a year to establish noise contours for all types of aircraft operating at a specific location.

A noise assessment will be conducted as part of the EIS and it will include a supplemental noise analysis, a potential hearing-loss analysis, and an assessment of non-auditory health effects. The supplemental noise analysis will include an evaluation of sleep disturbance, indoor speech interference, and classroom learning interference. The potential hearing loss analysis will focus on any portion of the local population that may be exposed to noise levels greater than 80 DNL. Lastly, the assessment of non-auditory health effects will consist of a comprehensive literature review.

Aircraft Noise



Day-Night Average Sound Level (DNL) is the federal standard for determining community noise impacts.

Noise Modeling

- Computer Model
- Input Data Includes:
 - ✓ Aircraft type
 - ✓ Power settings
 - ✓ Altitude
 - ✓ Number of operations
 - ✓ Aircraft speed
 - ✓ Relative humidity
 - ✓ Terrain
 - ✓ Engine maintenance testing
 - ✓ Flight tracks
 - ✓ Temperature
- Noise contours are generated and presented on a map

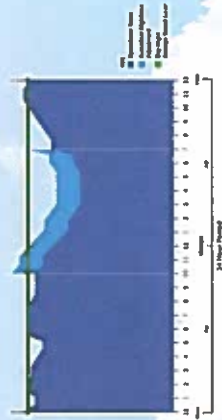
Noise Zone Illustration



Quantifying Noise

- Day-Night Average Sound Level (DNL)
 - Used to determine long-term community response to aircraft noise and land-use compatibility
 - A 24-hour cumulative noise metric
 - A 10-dB penalty is added to noise events occurring between 10 p.m. and 7 a.m.

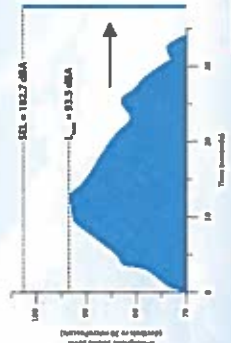
DNL



Supplemental Noise Metrics

- Sound Exposure Level (SEL)
 - Used to assess the potential for sleep disturbance
 - Represents the total noise energy of a single event, such as a flyover, as if it occurred in one second
- Maximum Instantaneous Sound Level (L_{max})
 - Used to assess the potential for speech and classroom learning interference

SEL and L_{max}



Noise Assessment

- A noise study will be conducted as part of the EIS
- The noise analysis will evaluate sleep disturbance, indoor speech interference, and classroom learning interference
- A potential hearing-loss analysis will focus on the local population that may be exposed to noise levels greater than 80 DNL
- An assessment of non-auditory health effects will be conducted through a comprehensive literature review



EA-18G Growler



The EIS Process

Fall 2014

Why Is the Navy Preparing an EIS?

As part of our compliance with NEPA, the Navy is conducting an evaluation of the potential environmental effects of the proposed project. NEPA requires all federal agencies to consider potential environmental impacts of their proposed actions and reasonable options in making decisions about those actions.

Public involvement is an essential part of the process. With public involvement and environmental analysis, the NEPA process helps the Navy arrive at the best possible informed decision.

Informed decisions are based on a candid and factual representation of environmental impacts. These facts come from collecting information on the areas and resources affected by the proposal and then identifying the type and extent of potential impacts resulting from the proposal.

For this project, the Navy will analyze potential impacts to air quality, safety, land use and compatibility, socioeconomics, community services, transportation, biological resources, cultural resources, and hazardous materials and waste, among other resources. Numerous federal laws and regulations govern the protection and preservation of environmental resources. The Navy strictly adheres to these laws and regulations, such as the Endangered Species Act, Clean Air Act, Clean Water Act, and National Historic Preservation Act, among others. The EIS will evaluate direct and indirect impacts, and will account for cumulative impacts from other relevant activities near the installation. Measures that could avoid or mitigate environmental effects will also be analyzed.

Informed decisions are based on candid and factual presentation of environmental impacts.

NEPA requires that all federal agencies consider the environmental impacts of any major proposed action.

Public Involvement in the EIS Process

The Navy invites public participation during the scoping process to help understand community-specific issues and concerns regarding the proposed action. We expect to receive scoping comments from interested individuals; business and community leaders; federal, state, and local officials; American Indian tribes and nations; regulatory agencies; and non-governmental organizations.

No decisions about the proposal have been made because the impact analysis is ongoing and not yet complete. Scoping comments will help the Navy determine the issues and concerns to analyze in the preparation of the Draft EIS.

The public will have another opportunity to participate in the NEPA process after publication of the Draft EIS. The release of the Draft EIS and the opening of the Draft EIS comment period will be announced in a newspaper that serves the local area, and additional meetings will be held to receive comments on the report. All comments on the Draft EIS will be addressed in a Final EIS.



EA-18G Growler

Fall 2014

National Environmental Policy Act



The Navy has revised the scope of the Growler EIS, originally presented in 2013.

National Environmental Policy Act (NEPA) Process

- NEPA requires all federal agencies to evaluate potential environmental impacts of any major actions they may propose and to inform and involve the public in the decision-making process

- Your input during the public scoping period will assist the Navy in identifying key environmental concerns that need to be evaluated in the EIS

- Findings will be published in the EIS, which will describe:

- ✓ Purpose and Need
- ✓ Existing Conditions
- ✓ Proposed Action and Alternatives
- ✓ Evaluation of Impacts

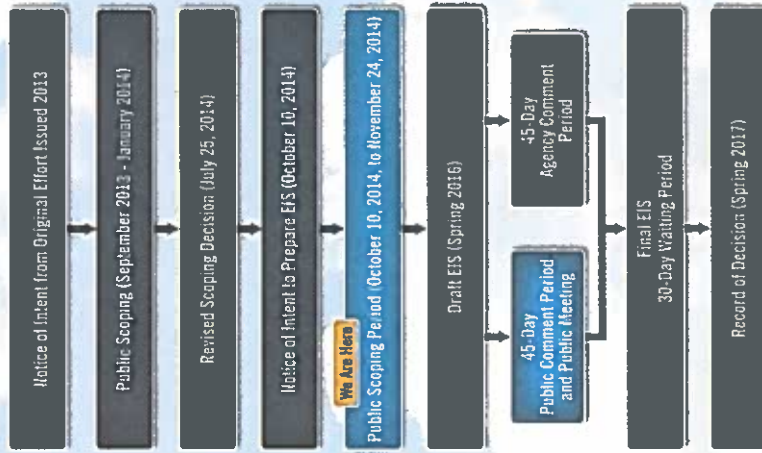
- A Draft EIS will be made available for public review and comment

- The Final EIS will be released to the public. Following a 30-day waiting period, the Secretary of the Navy will issue a Record of Decision.



Scoping is an early and open process through which the public is invited to help identify issues to be studied in the Environmental Impact Statement (EIS)

EIS Process



What Is Important to You?

Noise

- Ault Field, OLF Coupeville, and surrounding communities

Community

- Land use compatibility
- Economic effects
- Potential growth
- Local community services
- Transportation/traffic
- Environmental justice

Airfields and Airspace

- Number of aircraft operations and flight paths
- Civil aviation impacts

Air Quality

- Aircraft, maintenance, and vehicle emissions

Safety

- Aircraft and maintenance operations

- Hazardous and toxic materials and waste

Biological and Natural Resources

- Protected, threatened, and endangered species

- Wildlife and vegetation

- Water quality, stormwater

Cultural Resources

- Historic structures

- Archaeological resources



Your scoping comments will help us focus our study.

For more information, please visit the project website at whidbeyeis.com



National Historic Preservation Act and Section 106

Fall 2014

What is Section 106?

Section 106 of the National Historic Preservation Act (NHPA) of 1966 requires the Navy to consider the effects of a federal action on historic properties. Historic properties include prehistoric or historic districts, sites, buildings, structures, or objects included or eligible for listing in the National Register of Historic Places. Compliance with NEPA requires the Navy to demonstrate that the project is also in compliance with Section 106 of the NHPA. Therefore, the NEPA and Section 106 processes run concurrently, as shown on page 17.

Consultation is a critical component of the Section 106 review. Consultation does not mandate a specific outcome. Instead, it is the process of seeking, discussing, and considering the views of consulting parties to assist in the identification of historic properties in the project area and potential effects to those historic properties.

How Can the Public Participate in the Section 106 Process?

You are invited to comment on information, concerns, or issues about historic properties in the project area or that may be affected by the proposed action. Your input will assist the Navy in considering the potential effects of the proposed action on historic properties in accordance with Section 106 of the NHPA.

How to Become a Consulting Party

Other individuals and organizations with a demonstrated interest in the project may participate in the Section 106 review as consulting parties due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties. Under these circumstances, you or your organization may write to the Navy asking to become a consulting party.

To request consulting party status, explain in a letter to the Navy why you believe your participation would be important to successful resolution of the Section 106 process. Because the Advisory Council on Historic Preservation (ACHP) and the State Historic Preservation Officer (SHPO) will assist the Navy in deciding who will participate in the consultation, please provide the ACHP and SHPO with a copy of your letter. Make sure to emphasize your relationship with the project and demonstration of how your connection will inform the Navy's decision making.

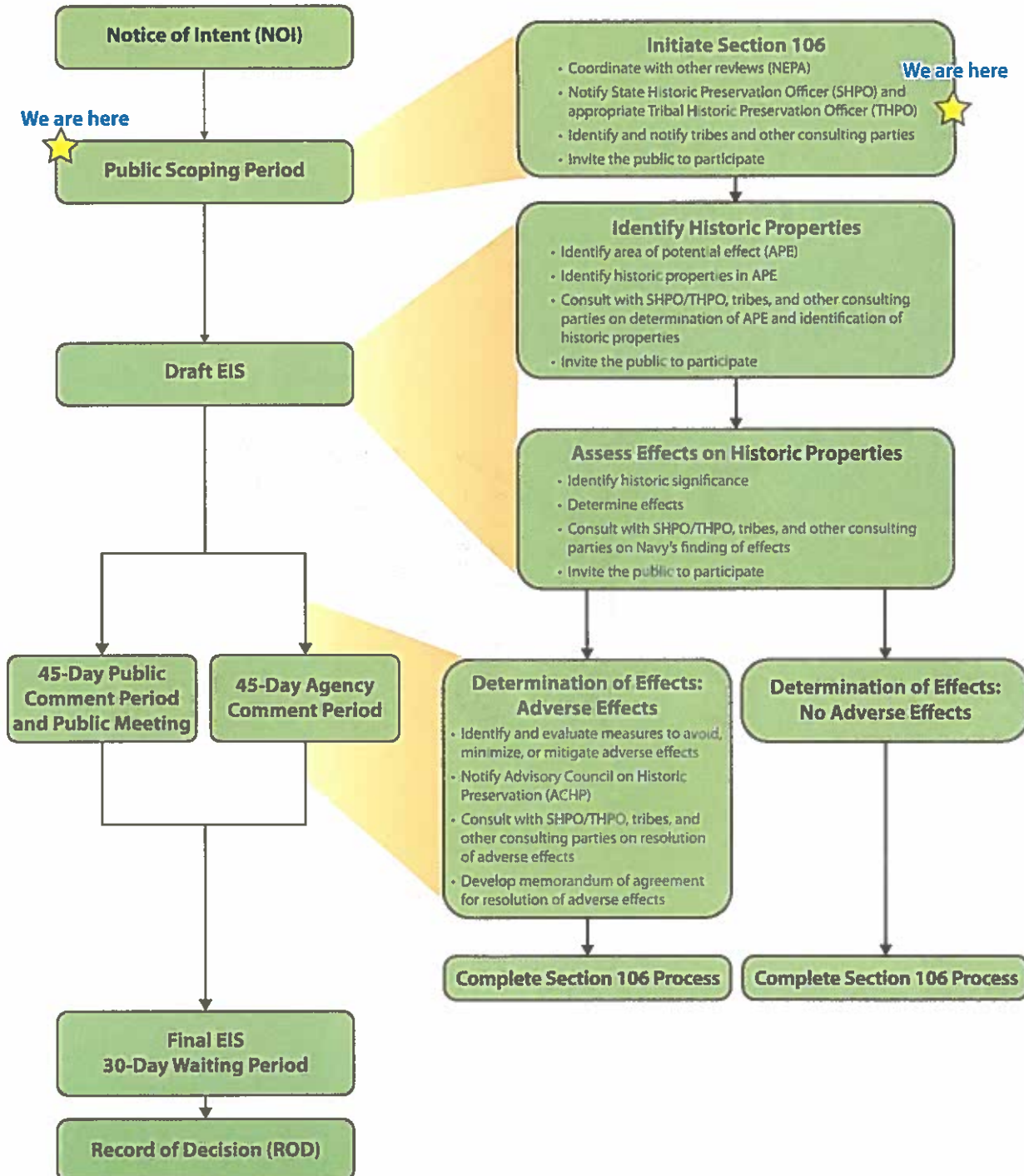
Consulting party status allows you to share your views, receive and review pertinent information, offer ideas, and consider possible solutions together with the Navy and other consulting parties.

For More Information

If you have questions regarding the information on this page, please contact Kendall Campbell at NAS Whidbey Island at kendall.campbell1@navy.mil or 360-257-6780.

NEPA EIS Process

Section 106 Process



National Historic Preservation Act and Section 106

The Navy is interested in your input on historic properties.

What is Section 106?

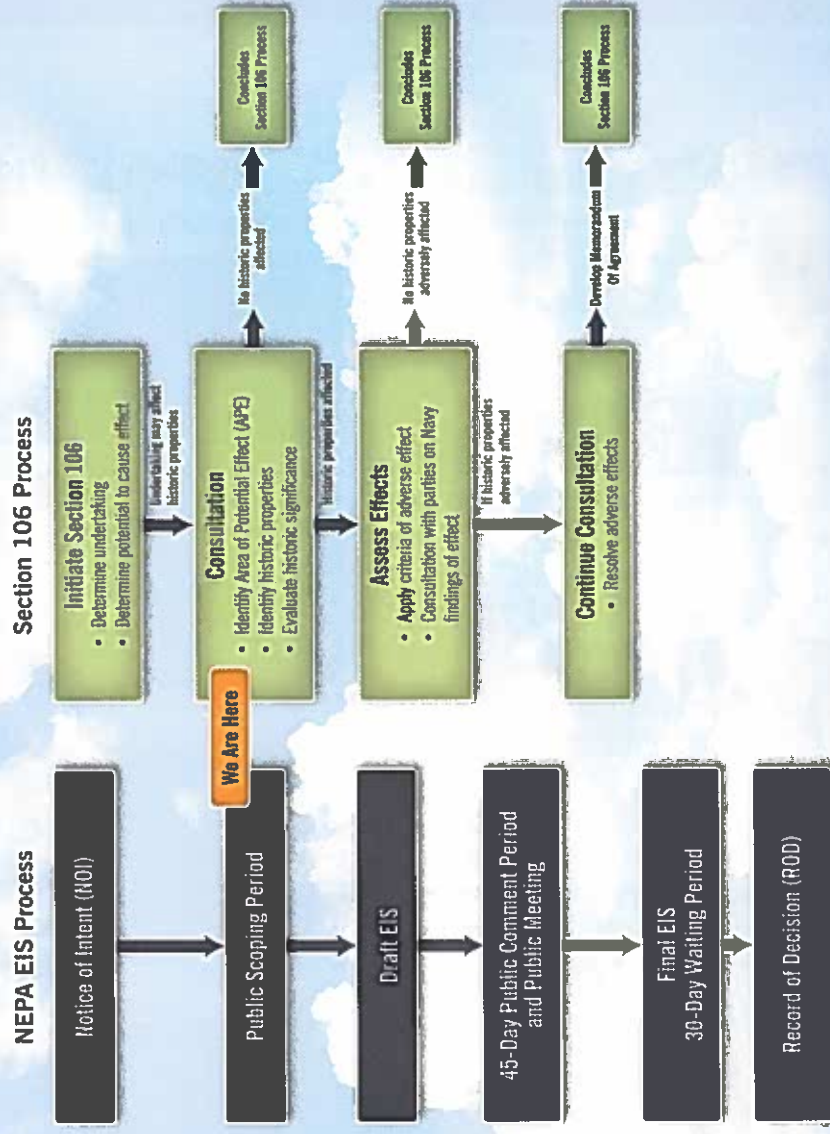
- Section 106 requires Federal agencies to take into account the effects of their undertakings on historic properties
- Section 106 requires agencies to consult with State Historic Preservation Officer (SHPO), tribes, and interested parties



Willowood Farm, Ebey's Reserve.
Courtesy of Ebey's Landing National
Historical Reserve.



Ault Field



Public Involvement



There are several ways to participate in the Environmental Impact Statement (EIS) process.

How to Provide Comments During The Scoping Period

- 1 Provide written comments at today's meeting
- 2 Provide verbal comments to the stenographer, who will record your comments at today's meeting
- 3 Submit your comments on the project website at www.whidbeyeis.com
- 4 Mail your written comments to:
EA-18G EIS Project Manager
Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard
Norfolk, VA 23508
Attn: Code EV21/SS



All comments submitted as a part of the public scoping period must be submitted by November 24, 2014.

How to Participate in the Future

Your input is essential to ensure the most informed decision is made. There are several ways to participate:

- Join our mailing list
- Check the project website for new information
- Review the Draft EIS in spring 2016
- Attend the public meeting following publication of the Draft EIS
- Provide your feedback during the Draft EIS public comment period

Thank you for attending the public scoping meeting for the EIS for EA-18G Growler Airfield Operations at Naval Air Station Whidbey Island.

Environmental Impact Statement Schedule



Comments submitted during the previous scoping period have been retained and will be considered in this EIS

For more information, please visit the project website at whidbeyeis.com

